

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JUNE 14, 2005**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, June 14, 2005, commencing at 7:04 a.m.

A. ROLL CALL

Present: Council Members – Hansen, Hitchcock, Johnson, and Mounce

Absent: Council Members – Mayor Beckman

Also Present: City Manager King, City Attorney Schwabauer, and Deputy City Clerk Taylor

B. TOPIC(S)

B-1 "Regional Transportation Impact Fee Update"

City Manager King reported that one of the original requirements toward initiating Measure K funding in 1990 was that a Regional Transportation Impact Fee (RTIF) be implemented to balance out transportation impacts and improvements on new development as well as existing residents. He explained that a policy committee was created and is currently finalizing a recommendation for a fee structure and schedule for collection and distribution of fees to be presented to the San Joaquin Council of Governments (SJCOG) at its regular meeting of June 23, 2005. He stated that following the acceptance of the recommendation by SJCOG, the topic will be brought before all cities in the region for acceptance and approval of the proposed fee structure. Further, he shared that Council Member Hansen has been representing the City as a member of the policy committee.

Mr. King stated that initial meetings of the committee resulted in a lack of agreement or recommendation regarding fees, projects, and how dollars should be spent. City managers met to discuss the committee's main topic of concern which was the dissemination of funds. A unified proposal of compromise was presented by the city managers which ultimately resulted in the committee members returning to discussions and producing three models and the RTIF policy committee recommendation for SJCOG (filed).

Council Member Hansen explained that the RTIF policy committee is comprised of 25 members representing different public entities and special interest groups, and a regional perspective and compromise were key elements in reaching an agreeable proposal. He shared that the highly debated topic of controlling funds, voted upon by members, will be a recommendation that individual cities be responsible for collection and administration. All communities have reported experiencing increases in traffic and decreases in the conditions of roadways because of the number of people moving into the area. He noted that Stockton will be implementing an optional higher fee than that being recommended by the committee. The proposed RTIF will directly impact the affordability of new homes, businesses, and industry in the area, but will address only a portion of the funding needs necessary for transportation projects in the region. He stated that the Sierra Club does not support the committee-approved proposal, but believes the implementation of the RTIF will increase the likelihood of continuing Measure K, which, although effective until 2011, will be on the ballot for renewal during the regular election in 2006.

In response to Mayor Pro Tempore Hitchcock, Council Member Hansen explained that the implementation of the RTIF will provide additional funding for projects, which are currently being supported by a variety of funding sources including Measure K. In reviewing the final three options for committee consideration, the majority of members voted in favor of Option 3, proposing a fund structure for 75% of fees to cities, 5% to transportation, 10% to the County, and 10% to mainline highway projects throughout the region.

Richard Prima, Public Works Director, reviewed a map detailing roadways and highways within San Joaquin County, which are targeted as projects proposed within the \$5 billion regional area project list. He explained that of the proposed projects, \$3 billion would cover the state highway system, \$1 billion would be for interchange projects, \$1 billion would encompass local roadways, and approximately \$155 million would be for transit projects. He stated that two years ago a nexus study was initiated in an attempt to put together a basis for a regional fee, which was estimated to be over \$5,000 per building unit; however, the study was not completed due to conflicts over the structure and implementation of the program. Mr. Prima reported that a new nexus study would need to be completed to form the foundation for the standard fee rates, with individual jurisdictions using the results of the universal nexus study as the basis for adopting fees. He explained that transportation funding is a fairly complex issue, in which Lodi has traditionally relied on state, federal, and local funding, primarily from Measure K. The City's goal projection list is a compilation of all projects targeted for completion over the course of the next 30 years. In past years some projects were placed on hold until funding could be secured. Federal transportation bills are passed every five to six years and the shift of funding into transit or highways is unpredictable. State funding is now directly allocated to SJCOG for roadway projects, and Caltrans takes its dollars for maintenance first, leaving the City short. Given the current State budget deficit, even these funds have been detained and projects are falling farther behind.

In response to Council Member Johnson, Andrew Chesley, Deputy Executive Director for SJCOG, acknowledged that anticipated growth estimates by cities and the County are approximately 30% to 40% higher when compared to SJCOG estimates, which are supported by the University of the Pacific (UOP) Business Forecasting Center estimates. He shared that cities and the County look at their sphere of influence and current growth in estimating future growth, while SJCOG and UOP look at the entire region, long-term historical trends, and review state and other source projects to arrive at a lower and more conservative overall growth rate. SJCOG makes a series of growth projections every two years for all of San Joaquin County, taking into account individual projects from the cities and the County. For example, over the past two years Stockton has experienced a very high growth rate while Tracy has implemented a growth control measure, supporting the idea that using short-term history is not always the best measure in regard to projecting growth rates.

In answer to Mayor Pro Tempore Hitchcock, Mr. Chesley reported that since Measure K was initiated in 1990, local fees were implemented by two cities in San Joaquin County; however, the intent of the measure was that cities apply local transportation impact fees and that all cities implement an RTIF. During the past few years, several attempts were made for a regional consensus, but without models or templates available for review and restructure to fit the needs of the region, no progress was made. With the recent development of a county-wide model program for San Joaquin County, the policy committee is a unique leader in the development of RTIF. With the passing of Measure K and the San Joaquin County half cent sales tax for transportation services, San Joaquin County has been able to move forward with 14 highway-related projects during the past 15 years. In comparison, Stanislaus County, which does not have either of these funding sources, has not placed itself in a position to be able to capture transportation dollars from the state or federal government and has had only three projects. Implementing RTIF is expected to better position San Joaquin County to capture dollars from other sources for projects and improvements. The state and federal governments are interested in providing a portion of funding for projects of approximately 25%, but are not interested in investing 80% to 100%. San Joaquin County will be in a better position to capture the funding support with the implementation of RTIF.

Council Member Hansen stated that discussion of a mechanism for reviewing and automatically changing the RTIF has been discussed and that the committee supports the administrative fee being just enough to cover city costs without surcharges. He reported that the policy committee will present the final report and recommendations to the SJCOG board on June 23, 2005, and noted that he would be out of town and Mayor Pro Tempore Hitchcock will attend the meeting and vote in his absence. Following the nexus study and votes of approval from the Board of Supervisors and every city council in San Joaquin County, it is anticipated that SJCOG will approve and implement the RTIF effective January 1, 2006.

Council Member Johnson reported that at a recent meeting of the San Joaquin Partnership, discussion centered on the possibility that the RTIF may negatively impact the good competitive economic development edge currently being enjoyed throughout the region. Council Member Hansen commented that while the cost of housing, industry, and retail development would rise, perhaps the development transportation and visible improvements along highway interchanges may become an attractor for future development. He shared that there are public elected officials who have been very critical of the County's delay in adopting the RTIF because it was required as part of Measure K and many dollars have been lost.

Council Member Mounce extended her appreciation to Council Member Hansen for his tireless efforts in representing Lodi in a professional manner while working on the policy committee.

PUBLIC COMMENTS:

- Myrna Wetzel stated that she was concerned about the auditing process and questioned whether or not it would be a part of the administrative fees, and what portion of the overall fees would be for the audit. City Manager King shared that the auditing cost may be made a part of the administrative fees, and if so the percentage would be approximately 1.5% to 2% of the amount collected. He commented that before administrative fees could be set a definition and line account of specific tasks included in the fees would have to be established to ensure the lowest possible administrative fees are charged in keeping with the policy committee's direction.

C. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

D. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 8:02 a.m.

ATTEST:

Jacqueline L. Taylor
Deputy City Clerk

AGENDA ITEM



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Regional Transportation Impact Fee (RTIF) Update
MEETING DATE: June 14, 2005 (Shirtsleeve Session)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: Information only.

BACKGROUND INFORMATION: The San Joaquin Council of Governments and its members have been working on a Regional Transportation Impact Fee for some time now. The work is being guided by a Policy Committee consisting of elected officials, building industry and business representatives, and other public interest groups.

The Policy Committee has agreed on a fee amount to carry forward in the process:

<u>Land Use</u>	<u>Fee</u>
Single Family Dwelling Units	\$ 2,500.00 per unit
Multi Family Dwelling Units	\$ 1,500.00 per unit
Retail	\$ 1.00 per square foot
Office & Service Commercial	\$ 1.25 per square foot
Manufacturing & Logistics	\$ 0.75 per square foot

The next steps in the process are to refine the fee program administration and the project list. A nexus study will also need to be completed before the actual adoption of the fee.

The agenda for the June 8, 2005 Policy Committee is attached as background information, along with the draft project list from an earlier meeting that is referred to in the agenda. Staff will update Council on the results of the meeting at the Shirtsleeve Session and engage the Council in discussion on the fee program issues and its relationship to Measure K and renewal efforts.

A handwritten signature in black ink, appearing to read "Richard C. Prima, Jr.", written over a horizontal line.

Richard C. Prima, Jr.
Public Works Director

RCP/pmf

Attachments

APPROVED:

A handwritten signature in black ink, appearing to read "Blair King", written over a horizontal line.

Blair King, City Manager



POLICY COMMITTEE

Regional Transportation Impact Fee (RTIF)

Wednesday, June 8, 2005 @ 4:00 PM
Location: San Joaquin Council of Governments
Regional Center Conference Room
555 E. Weber Ave., Stockton, CA

AGENDA

ALL ITEMS ARE AVAILABLE FOR ACTION BY THE COMMITTEE

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Public Comment ~ Comment Cards Required in Advance
4. Review of Proposed RTIF Administrative Models (Refer to Attached Models) *ACTION*
 - Model One
 - Model Two
 - Model Three
5. RTIF Project List
 - ✓ Finalize Project List
 - ✓ Expenditures of RTIF Funds as they Relate to the Original Purpose
6. Establish Course of Action

June 16, 2005 @ 4:00 p.m. ~ Final Plan to Present to SJCOG Board of Directors for Adoption
7. Adjourn

The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. # 12132) and the Ralph Brown Act (California Government Code # 54954.2) and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Persons requiring assistance or auxiliary aid in order to participate or persons wishing to store their bicycle safely during the meeting should contact Rebecca Montes at 468-3913 at least 24 hours prior to the meeting.

MODEL ONE

Prepared by the City Managers/County Administrator

FEES

- The fee proceeds will be collected by the county and cities. The fees will be held and managed by the county and cities.
- The cities will remit ten percent to the county for county projects.
- The cities and county will designate no more than ten percent of the revenue collected to the projects associated with the following highways: (1) Interstate 5; (2) Interstate 205; and (3) Highway 99.

PROJECT SELECTION

- City Councils and the County Board of Supervisors will make project selection decisions for projects within their boundaries and may approve use of RTIF funds for projects within their sphere of influence.

PROJECT MANAGEMENT

- City Councils and the County Board of Supervisors are responsible for performing or contracting for the management of building their selected projects.

APPLICATION OF RTIF REVENUE TO PROJECTS

- City Councils and the County Board of Supervisors will decide the amount of RTIF revenue that will be allocated to a given project.
- RTIF funds can be expended in interchange projects that tie arterials to the above mentioned mainline highways.
- Application of RTIF revenue is emphasized on “major arterials”.
- Cities and the County may partner with each other and use RTIF funds to construct projects of mutual benefit.

NEXUS STUDY

Cities and County will participate in a universal nexus study to form the foundation for the standard fee rates. Individual jurisdictions will use the results of the universal nexus study as a basis for adopting their own nexus. This is because each city and the County will collect the fees individually and be responsible for it.

MODEL TWO
Prepared by Dale Stocking

FEES

- The RTIF revenue will be collected by jurisdictions at the time of building permit and will be forwarded to San Joaquin Council of Governments (SJCOG).

REGIONAL PROJECT LIST

- A Capital Improvement Plan (CIP) representing the projects to be funded by RTIF revenue will be established.
- RTIF projects must be located on a defined Regional Transportation Network.

ADMINISTRATION

- SJCOG will be responsible for the overall administration of the RTIF program.
- SJCOG will be responsible for applying the funds to established Regional Transportation Network (RTN) projects.

DISTRIBUTION OF FEE

- Seventy percent (70%) of the fees will be programmed on projects within the sphere of influence of the jurisdiction that collected the fee. For the County of San Joaquin, the fees will be programmed on projects in the unincorporated area.
- Twenty percent (20%) of the fees will be used as a mechanism to share revenue generated between jurisdictions for project delivery.
- Ten percent (10%) of the fees will be used for Public Transit. (Note A)

Notes

A) Breakdown of Project Costs in March 30, 2005 Draft Project List:

Sub Total Mainline Highway Projects	3,029,100,000	56%
Sub Total Interchange Projects	986,007,000	18%
Sub Total Roadway Projects	1,282,355,000	24%
Sub Total Transit Projects	155,412,410	3%
Total All RTIF Projects	5,452,874,410	100%

MODEL THREE
Hybrid Model Based on Locke Proposal

FEES

- The fees will be collected by the county and cities. The fees will be held and managed by the county and cities.
- The cities will remit ten percent to the county for county projects.
- The cities and county will designate three percent for transit projects which will be forwarded to SJCOG to administer.
- The cities and county will designate a minimum of ten percent to highway projects which will be forwarded to SJCOG to administer.

FIREWALL

The county and cities will place a firewall around the fee. This firewall will state that no fees may be borrowed for other purposes and the fees can only be used for regional facilities.

PERFORMANCE AUDIT

The county and cities will be required to conduct an annual performance audit as part of its annual audit.

The county and cities will remit the compliance audit to the SJCOG.

MONITORING

The SJCOG will be responsible for monitoring the county, cities, San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, and Caltrans for compliance with the expenditure of the regional fees on regional projects.

REGIONAL PROJECT LIST

The Regional Project List will be established and maintained by the SJCOG. This list can be amended at the request of the county or the cities. The list can only include those projects that are regional.

Comparison of Proposed RTIF Models & the Collection/Distribution of Revenue Across Jurisdictions

	MODEL ONE		
	5-Year Total RTIF	10% to County	90% to Jurisdiction
Escalon	\$1,621,000	\$162,100	\$1,458,900
Lathrop	\$17,607,407	\$1,760,741	\$15,846,666
Lodi	\$4,975,000	\$497,500	\$4,477,500
Manteca	\$18,325,000	\$1,832,500	\$16,492,500
Ripon	\$3,238,750	\$323,875	\$2,914,875
Stockton	\$63,266,401	\$6,326,640	\$56,939,761
SJC	\$18,160,216	N/A	\$18,160,216
Tracy	\$6,980,000	\$698,000	\$6,282,000
		\$11,601,356	\$122,572,418
Regional Total		\$134,173,774	
10 % Fee Amount County Receives		\$11,601,356	
Total Amount County Receives		\$29,761,572	

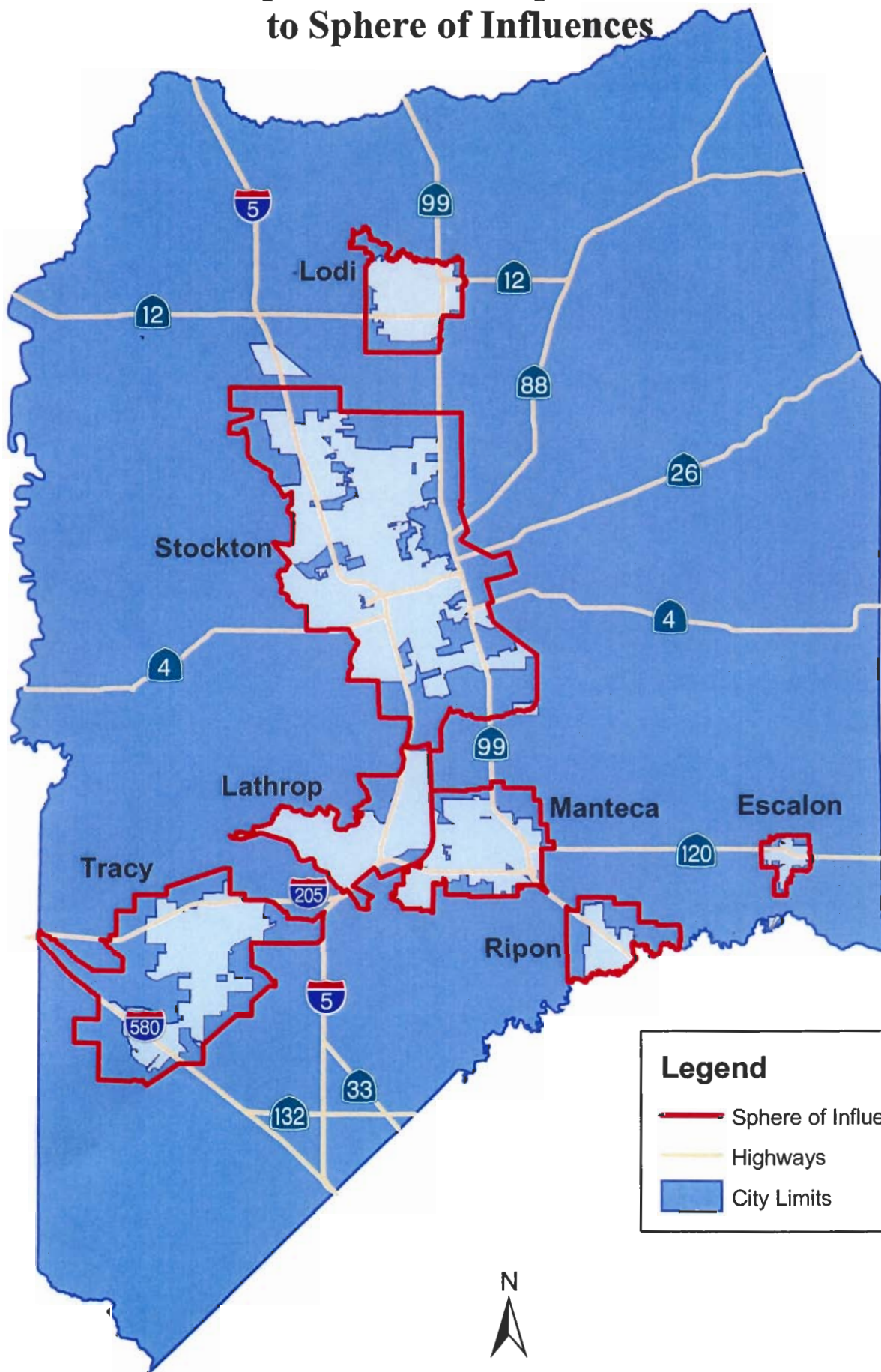
	MODEL TWO			
	5-Year Total RTIF	20% - Regional Revenue Sharing	70% to Sphere of Influence	10% for Public Transit
Escalon	\$1,621,000	\$324,200	\$1,134,700	\$162,100
Lathrop	\$17,607,407	\$3,521,481	\$12,325,185	\$1,760,741
Lodi	\$4,975,000	\$995,000	\$3,482,500	\$497,500
Manteca	\$18,325,000	\$3,665,000	\$12,827,500	\$1,832,500
Ripon	\$3,238,750	\$647,750	\$2,267,125	\$323,875
Stockton	\$63,266,401	\$12,653,280	\$44,286,481	\$6,326,640
SJC	\$18,160,216	\$3,632,043	\$12,712,151	\$1,816,022
Tracy	\$6,980,000	\$1,396,000	\$4,886,000	\$698,000
		\$26,834,755	\$93,921,642	\$13,417,377
Regional Total		\$134,173,774		

	MODEL THREE				
	5-Year Total RTIF	3% for Transit	10% to County	10% to Highways	77% to Jurisdiction
Escalon	\$1,621,000	\$48,630	\$162,100	\$162,100	\$1,248,170
Lathrop	\$17,607,407	\$528,222	\$1,760,741	\$1,760,741	\$13,557,703
Lodi	\$4,975,000	\$149,250	\$497,500	\$497,500	\$3,830,750
Manteca	\$18,325,000	\$549,750	\$1,832,500	\$1,832,500	\$14,110,250
Ripon	\$3,238,750	\$97,163	\$323,875	\$323,875	\$2,493,838
Stockton	\$63,266,401	\$1,897,992	\$6,326,640	\$6,326,640	\$48,715,129
SJC	\$18,160,216	\$544,806	N/A	\$1,816,022	\$15,799,388
Tracy	\$6,980,000	\$209,400	\$698,000	\$698,000	\$5,374,600
		\$4,025,213	\$11,601,356	\$13,417,377	\$105,129,828
Regional Total		\$134,173,774			
10 % Fee Amount County Receives		\$11,601,356			
Total Amount County Receives		\$27,400,744			

Note: The sum of the fees collected by each jurisdiction from 2005-2009 is based on the following: (1) Land use growth projections submitted by each jurisdiction for 5-years; (2) The fees per land use category approved by the RTIF Policy Committee at the May 19, 2005 meeting. Overall, the growth projections submitted by the cities/county are 30%-40% higher than projections by SJCOC and UOP.

Note: Revenue controlled and/or dedicated to the County in all Models are applied to the unincorporated area.

Relationship of State Transportation Network to Sphere of Influences



RTIF Revenue Projections for 2005 to 2009

	Single Family	Multi Family	Total	Retail	Office	Service	Manu- facturing	Logistics	Total Sq. feet	Fee Raised	Avg. per Year	
Tracy	805	445	1,250	1,200,000	690,000	230,000	1,300,000	1,300,000	4,720,000	\$6,980,000	\$1,396,000	5% Tracy
Manteca	5,500	200	5,700	1,500,000	200,000	100,000	200,000	3,000,000	5,000,000	\$18,325,000	\$3,665,000	14% Manteca
Stockton	21,770	1,099	22,869	2,556,744	554,718	983,363	3,224,729	393,345	7,712,899	\$63,266,401	\$12,653,280	47% Stockton
SJ County	6,250	1,150	7,400	204,906	125,453	125,453	246,724	142,180	844,716	\$18,160,216	\$3,632,043	14% SJ County
Escalon	375	109	484	120,000	60,000	20,000	200,000	200,000	600,000	\$1,621,000	\$324,200	1% Escalon
Ripon	910	170	1,080	350,000	80,000	90,000	65,000	130,000	715,000	\$3,238,750	\$647,750	2% Ripon
Lodi	1,300	200	1,500	425,000	230,000	0	550,000	400,000	1,605,000	\$4,975,000	\$995,000	4% Lodi
Lathrop	5,898	557	6,455	190,730	394,692	478,288	419,000	574,269	2,056,979	\$17,607,407	\$3,521,481	13% Lathrop
											\$26,834,755	100%
TOTAL	42,808	3,930	46,738	6,547,380	2,334,863	2,027,104	6,205,453	6,139,794	23,254,594	\$134,173,774	\$53,669,510	

(The totals are 30% to 40% higher than UOP or SJCOG projections.)

Avg. Year	8,562	786	9,348	1,309,476	466,973	405,421	1,241,091	1,227,959
Fee	\$2,500.00	\$1,500.00		\$1.00	\$1.25	\$1.25	\$0.75	\$0.75

Fee Raised	\$21,404,000	\$1,179,000		\$1,309,476	\$583,716	\$506,776	\$930,818	\$920,969		\$26,834,755	Avg. Year Fee Total
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0.24 Factor for Translating County's acreage figures to square feet

REGIONAL TRANSPORTATION IMPACT FEE - Draft Project List (March 30, 2005)				1	2	3	4	5	6
			MAINLINE HIGHWAY PROJECTS	Full	External	RTIF	MK	Other	Project
ID#	Project	Sponsor	Project Description	Project Cost	Trip Costs	Costs	Funding	Funding	Shortfall
1	SR-99	Caltrans	New capacity ~ widen 4 to 6 lanes (Inside), from Jct. 12 East to County line.	\$86,000,000	Upon approval of the RTIF Capital Improvement Plan, a technical analysis will be conducted on all mainline highway projects for meeting all criteria mandated by AB 1600.				
2	SR-99	Caltrans	New capacity ~ widen 4 to 6 lanes (Inside), from north of Harney to SR-12 East	\$11,250,000					
3	SR-99	Caltrans	Widen 4 to 6 lanes using inside median, Arch Road to Main Street. (so. boundary: Crosstown/99 interchange)	\$158,000,000					
4	SR-99	Stockton	Widen 6 to 8 lanes (Outside), Eight Mile Road to Armstrong Road	\$100,000,000					
5	SR-99	Caltrans	Widen 6 to 8 lanes (Outside), Hammer Lane to Eight Mile Road	\$88,000,000					
6	SR-99	Stockton	Widen 6 to 8 lanes (Outside), Crosstown to Hammer Lane	\$194,000,000					
7	SR-99	Stockton	Widen 6 to 8 lanes (Outside), Arch to Crosstown	\$86,000,000					
8	SR-99	Stockton	Widen 6 to 8 lanes (Outside), French Camp Road to Mariposa Road	\$100,000,000					
9	SR-99	Caltrans	Widen 6 to 8 lanes (Outside), Ripon to Manteca	\$203,000,000					
10	SR-99	Stockton	Widen 8 to 10 lanes (Outside), Mariposa Road to Cherokee Road	\$150,000,000					
11	I-5	Caltrans	Widen 4 to 6 lanes (Inside), SR-12 to County Line	\$91,000,000	1) External trips and associated costs. 2) Existing deficiencies and associated costs. 3) Determine a reasonable nexus between the fee's use and the transportation project on which the fee is imposed. 4) Determine a reasonable nexus between the need for the transportation project and the type of development project on which the fee is imposed. 5) Determine a reasonable nexus between the amount of the fee and the cost of the transportation project or portion of the transportation project attributable to the development on which the fee is imposed.				
12	I-5	Caltrans	Widen 6 to 8 lanes (Inside), Eight Mile Road to SR-12	\$27,000,000					
13	I-5	Stockton	Widen 6 to 8 lanes (Inside), Otto Road to Eight Mile Road	\$25,000,000					
14	I-5	Caltrans	Widen 6 to 8 lanes (Inside) from Monte Diablo Avenue under crossing to Otto Road. Add aux. Possible HOV lane.	\$250,000,000					
15	I-5	Caltrans/Stkn.	Widen 8 to 10 lanes, Roth Road to Otto Drive	\$400,000,000					
16	I-5	Caltrans	Widen 8 to 10 lanes, Charter Way to Mt. Diablo	\$109,000,000					
17	I-5	Caltrans	Widen 6 to 8 lanes (Inside), French Camp Road to Charter Way	\$27,500,000					
18	I-5	Caltrans	Widen 6 to 8 lanes (Inside), SR 120 to French Camp Road	\$71,000,000					
19	SR-88	Caltrans	Passing lanes, SR-12 to Amador County Line	\$24,000,000					
20	SR-12	Caltrans	Widen 2 to 4 lanes (Outside), add turn lanes, from SR-99 to SR-88	\$50,500,000					
21	SR-26	Caltrans	Passing lanes, shoulder & road improvements, Jack Tone Road to Calaveras County	\$14,000,000					
22	SR-26	Caltrans	New capacity ~ widen 2 to 4 lanes (Outside), Cardinal (diverting canal) to Jack Tone Road	\$48,000,000					
23	SR-4 Crosstown Freeway	Caltrans/Stkn.	Widen 6 to 8 lanes, I-5 to SR-99	\$75,000,000					
24	SR-4 Widening	Stockton	Widen 6 to 8 lanes, SR-99 to Austin Road Extension	\$30,000,000					
25	SR-26 Widening	Stockton	Widen 6 to 8 lanes, SR-99 to Austin Road Extension	\$30,000,000					
26	SR-4	Caltrans	Road and shoulder improvements, Jack Tone Road to East San Joaquin County Line	\$8,850,000					
27	SR-4 Crosstown Extension	Caltrans/Stkn.	New alignment from Fresno ave. to SR-4 west of San Joaquin River	\$150,000,000					
28	SR-120	Caltrans	Widen 4 to 6 lanes (Inside) from I-5 to SR-99	\$54,000,000					
29	SR-120 West of Escalon	Caltrans	Widen from Jacktone 5 lane conventional to Sexton, new south alignment to McHenry	\$75,000,000					
30	SR-120 East of Escalon	Caltrans	New south alignment from McHenry to existing 120 @ Harrold, widen to 5 lane conventional to county line	\$25,000,000					
31	I-205	Caltrans	Widen 6 to 8 lanes (Inside/Outside) from I-580 to I-5	\$268,000,000					
SUB TOTAL MAINLINE HIGHWAY PROJECTS				\$3,029,100,000	\$0	\$0	\$0	\$0	\$0

Previous "other" funding assumptions for mainline highway projects were based on status of STIP, FTIP, MK Strategic Plan in year 2002. Future project funding assumptions will be updated based on most current MK Strategic Plan, STIP, FTIP, and MK Renewal Expenditure Plan (when available).

			INTERCHANGE MODIFICATIONS, RECONSTRUCTIONS, AND IMPROVEMENTS	Project	External	RTIF	MK	Other	Project
	Project	Sponsor	Project Description	Costs	Trip Costs	Costs	Funding	Funding	Shortfall
32	SR-12 @ I-5	Caltrans	Loop Ramps	\$11,250,000					
33	SR-99 @ Armstrong Road	Stockton	Reconstruct interchange	\$35,000,000					
34	SR-99 @ SR-12 (Kettleman Lane)	Lodi	Reconstruct interchange	\$20,000,000					
35	SR-99 @ Harney Lane	Lodi	Reconstruct interchange	\$20,000,000					
36	I-5 @ New Road A (N. Gateway)	Stockton	Construction of new interchange	\$35,000,000					
37	SR-99 @ New Road A	Stockton	Construction of new interchange	\$35,000,000					
38	SR-99 @ Marada Lane	Stockton	Reconstruct interchange	\$35,000,000					
39	I-5 @ Eight Mile Road	Stockton	Interchange Modification	\$17,000,000					
40	SR-99 @ Eight Mile Rd.	Stockton	Reconstruct Interchange (PM 35.1-35.5)	\$36,120,000					
41	I-5 @ Otto Drive	Stockton	Construction of new interchange	\$42,000,000					
42	I-5 @ Hammer Lane	Stockton	Interchange Modification	\$47,000,000	Upon approval of the RTIF Capital Improvement Plan, a technical analysis will be conducted on all interchange projects that will meet the criteria mandated under AB 1600.				
43	SR-99 @ March Lane/Wilson	Stockton	New interchange - Construct combined Wilson Way, March Lane Interchange (P.M. 21.1-22.1)	\$100,000,000					
44	SR-99 @ SR-88	Caltrans	Reconstruct interchange	\$19,500,000					
45	SR-99 @ SR-26	Caltrans	Reconstruct interchange	\$19,500,000					
46	SR 99-Crosstown Frwy.	Caltrans	Reconstruct Freeway to Freeway Interchange	\$30,000,000					
47	I-5/SR 4-Crosstown Frwy.	Caltrans	Reconstruct Freeway to Freeway Interchange	\$59,000,000					
48	SR-99 @ Mariposa Road	Stockton	Reconstruct interchange	\$40,000,000					
49	I-5 @ Arch Sperry/French Camp Rd.	Stockton	Modify existing I-5/French Camp Road Interchange (P.M. 20.8-21.2)	\$35,000,000					
50	SR-99 @ Arch Sperry Rd.	Stockton	Phase 2 interchange improvements	\$15,000,000					
51	SR-99 @ French Camp Road	Stockton	Reconstruct interchange	\$35,000,000					
52	SR-99 @ New Road	Stockton	Construction of new interchange between French Camp Road and Arch-Sperry Road	\$35,000,000					
53	I-5 @ Matthews Road	Stockton	Reconstruct interchange	\$35,000,000					
54	I-5 @ Roth Road	Stockton	Reconstruct interchange	\$35,000,000					
55	I-5 @ Lathrop Road	Lathrop	4 lanes under I-5, Modify Interchange 0.3 miles north and south of Lathrop Road undercrossing	\$17,200,000					
56	SR-99 @ Lathrop & North Main	Manteca	Widen to 4 lanes with 2 lane ramps	\$8,900,000					
57	I-5/SR 120	Caltrans	New branch connections (2 Lane Structures). SR-120 West to I-5 North, and I-5 South to SR-120 East	\$35,500,000					
58	SR-99 @ Austin Road	Manteca	Reconstruct/Improve Interchange	\$30,000,000					
59	SR-99 @ Olive Rd.	Ripon	Construct Interchange to include connection with River Road	\$40,000,000					
60	I-205 @ Paradise/Chrisman	Lathrop	Construction of new interchange	\$40,000,000					
61	I-205 @ Grantline	Tracy	Modification of existing interchange	\$13,037,000					
62	SR-132 @ I-5 and Bird Rd.	County	Upgrade interchange, lengthen ramps, widen approaches, install signal controls (P.M. 2.2)	\$10,000,000					
SUB TOTAL INTERCHANGE PROJECTS				\$986,007,000	\$0	\$0	\$0	\$0	\$0

Previous "other" funding assumptions for interchange project were based on status of STIP, FTIP, MK Strategic Plan in year 2002. Future project funding assumptions will be updated based on most current MK Strategic Plan, STIP, FTIP, and MK Renewal Expenditure Plan (when available).

